

*The* SCENIC ROUTE

# Homeward from California

THROUGH  
THE  
MAGNIFICENCE  
OF THE  
CANADIAN  
ROCKIES



In Southern California

BY THE

Canadian Pacific  
Railway

P  
5012  
1915  
2212H

*The* EDITH *and* LORNE PIERCE  
COLLECTION *of* CANADIANA



*Queen's University at Kingston*

Box  
miller  
76228m

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# Homeward from California through the famed Canadian Rockies.

The tourist who has determined to pass the winter amid the orange groves and palms of California will have a choice of many routes, all leading to the Golden State; but in buying his round trip ticket, he should consider carefully the advantages offered by the Canadian Pacific Railway as a means of returning home. After he shall have looked into the merits of the competing lines, he will no doubt decide—as thousands have done—to journey eastward by the great scenic road of the Continent.



Wintering in California.

Passengers by all the southern and middle transcontinental lines have the same option of returning by the Canadian Pacific Railway. The traveller may, when buying his ticket, purchase one the return portion of which reads over the Shasta Line to Portland, and by the Northern Pacific from Portland to Seattle, where he will find the cars of the Canadian Pacific Railway ready to bear him eastward.

## THE AMERICAN NORTHWEST.

The beautiful views seen by the traveller between San Francisco and Seattle will serve as a pleasing introduction to the grand landscapes awaiting him in the Coast Range, Selkirks and Rocky Mountains of Canada. The line of the Shasta route to Portland runs, in the first instance, through Sacramento, from which it follows the valley of the river of that name, one of the most productive agricultural districts of California. From Chico is obtained the first view of Mount Shasta, its crest clear cut against the blue Californian sky. At McCloud the Sacramento valley is left and the Siskiyou Range is crossed, after which the renowned fertile Willamette valley is reached at Ashland. On the Willamette River, a few miles above its junction with the Columbia, is Portland, the commercial metropolis of Oregon, with a population of 90,000. There is much to be seen and done here. Portland is well built; it is a city of enterprise and life, and, moreover, it is the centre of a highly picturesque country. From Portland it is a run



of 186 miles to Seattle, a city whose population is rapidly approaching the 100,000 mark, and whose progress has won the admiration of the continent. To it come huge stores of wheat to be shipped to foreign lands; here are great smelting works, reducing the precious metals and economic minerals from their ores; here are the lumber mills, where the Douglas pine "toothpicks," 120 feet long and of 30-inch face, are squared and sent to Great Britain, Australasia and South Africa, or wherever the demand may be — nor is this all, for the Puyallup valley grows hops which are much in demand in the Eastern States and in Europe, and a few miles inland are fields of bituminous coal, inexhaustible and convenient.

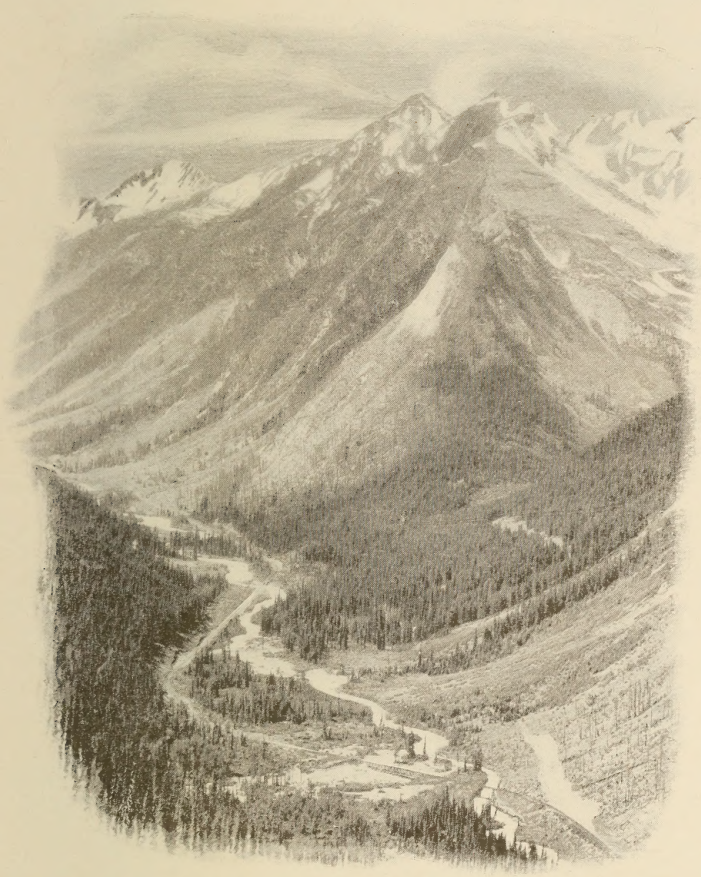
#### IN BRITISH COLUMBIA.

There is a daily steamboat service on Puget Sound, between Seattle and Victoria, the capital of British Columbia. The sail is a most delightful one, the steamer's course lying amid islands and over sheltered waters which mirror some of the most magnificent coast scenery of the continent. To visit Victoria is to fall in love with it, and numberless travellers have related how they yielded themselves willing victims to the charms of this picturesque spot. The Provincial Parliament Buildings rank amongst the finest in America, and there is a museum which contains an unusually fine collection of animals, birds and fishes of Canada's most westerly province. Close at hand is Esquimalt, one of the great naval bases of the British fleet. It is strongly fortified, and has a graving dock large enough to hold any of the vessels which constitute the North Pacific Squadron. Between Victoria and Vancouver, 84 miles distant on the opposite coast of the mainland, there is a daily steamship communication, and the sail is even better from an artistic point of view than the run from Seattle to Victoria. On a fine day the view of the Coast and Cascade Ranges, culminating in Mount Baker, astonishes and delights even those who have revelled in the most famous scenery of the Old World.



The Fraser Cañon.

Vancouver is the youngest and one of the busiest of the large Canadian cities. It only dates back to July, 1886, for in that month the original wooden houses, excepting one, were swept away by fire. Now, it has excellent hotels, a good street railway system and all the other accompaniments of civilization. The long line of wharves are well fringed with shipping; for, in addition to the large sea-going vessels which seek cargoes of canned fish and lumber, there are several regular lines of steamers whose home port is Vancouver. The magnificent "Empress" Steamships of the Canadian Pacific Railway Company leave here regularly each month for the Orient, affording a favorite means of visiting the most interesting spots in Japan, China, the Philippines, Straits Settlements and India.



The Illecillewaet Valley.

From here, also, the steamships of the Canadian-Australian Line leave every four weeks for Australia, calling at Honolulu by the way. Other lines ply to Alaskan ports, and numerous steamers make connection between Vancouver and the scattered settlements and mining camps along the British Columbia coast.

● Vancouver's harbor is a noble one, and the town which is being built to overlook it is well worthy of its harbor. The visitor will be surprised at the solidity of the great blocks of business buildings, and at the beauty and completeness of the numberless private residences. The surroundings are most picturesque. From the heart of the city the eye ranges across Burrard Inlet, two miles broad, to the great Cascade Mountains, their peaks man-





The Great Glacier of the Selkirks.

tled in snow and reflected in the deep, calm waters of the inlet. On English Bay are pleasant summer resorts, and nowhere in the wide world is there a more beautiful natural park than that which the Vancouverites named after Lord Stanley of Preston, when he was Governor-General of the Dominion.

#### THROUGH MOUNTAIN GRANDEUR.

Vancouver is the western terminus of the Canadian Pacific Railway, whose lines cross the continent to the Atlantic Ocean. The line at first follows the southern shore of Burrard Inlet for thirteen miles and then cuts across to the Fraser River. Forty-three miles from Vancouver, Mission Junction is reached. Here the railway from Seattle joins the main trans-continental route; and those who have decided to come all the way by rail will meet the eastbound train at this place. The valley of the Fraser, above Hope, is transformed into a wonderful cañon, where the cliffs at times seem to bar the way; the scenery is awe-inspiringly grand. This is the great cañon of the Fraser, which for centuries almost prohibited passage into the upper country. In places the old wagon road, by which the headwaters were reached *en route* to the Cariboo Gold Fields, may be seen, a thousand feet above the river, but since the railway was built it has been allowed to fall into disrepair and is now abandoned.

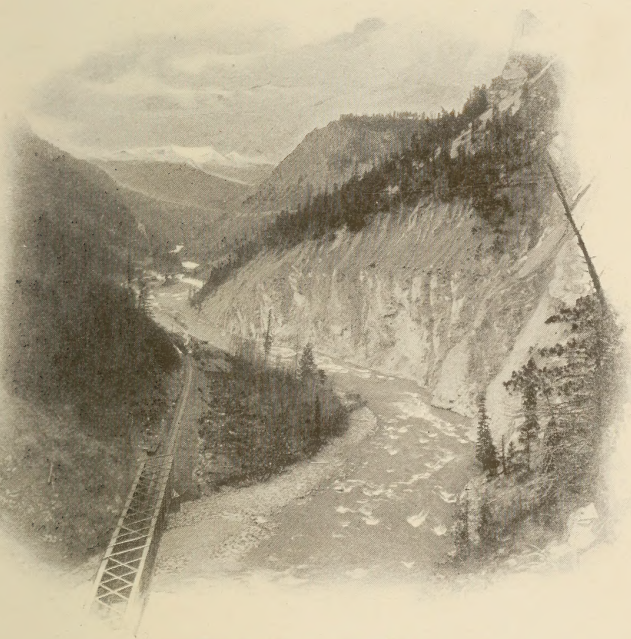
At North Bend, 129 miles from Vancouver, there is a charming chalet hotel, one of many owned and operated by the Canadian Pacific Railway Company. The hotel is a delightful place, and guests have all the comforts obtainable in the hostleries of large cities, although they may go hunting or fishing within a mile or two of the chalet with the certainty of obtaining sport.

After leaving North Bend the line soon enters the valley of the Thompson. The colors of the valley are very vivid and striking. The railway runs upon a ledge cut out of the hills on the irregular south side of the river, the ravines spanned by steel bridges, and the river flowing beneath green as an emerald. Kamloops on the Thompson, 251 miles from Vancouver, is quite an important place. The dry, sunny climate is as invigorating as

that of Colorado. The principal industry around Kamloops is grazing, but fruit farming and mining are beginning to receive a good deal of attention, and are giving promising results. Thirty miles further eastward the great Shuswap lakes are reached, abounding in fish and having shores which teem with game. For fifty miles the line winds in and out, following the southern margins of these lakes. At Sicamous the Canadian Pacific Railway Co. has built another chalet hotel, and no sportsman or fisherman should pass this place without trying his luck. Everything from deer to trout is to be had. At Sicamous a branch line runs down the Okanagan Valley, and there is no better ground in America for sport than this valley, in which lies Vernon, a beautiful little place with an almost ideal climate. The Canadian Pacific Railway Company has a line of steamers on the lake, meeting the train at Okanagan Landing.

After leaving Sicamous the Gold Range is crossed by the Eagle Pass, and then Revelstoke, on the Columbia River, is reached. From this point passengers for the Kootenays—in which are the rich silver-lead mines of the Slocan and the gold-copper ores of Rossland and the Boundary Districts—diverge from the main line, taking the Canadian Pacific Railway Company's steamers down the Arrow Lakes.

The finest scenery on the main line is that between Revelstoke and Calgary, a stretch of 260 miles. To rival the majestic landscapes of this region one must visit the Himalayas, for nowhere else in the world is there



The Kicking Horse Cañon.

anything to compare with it. The line climbs the valley of the Illecillewaet to Glacier, a station 4,122 feet above the sea, where the Canadian Pacific Railway has built yet another chalet hotel. Here are stationed during the climbing season, some of the Swiss guides which the Company brings from Europe each summer, others making their headquarters at Field, Laggan and Banff in the Rockies. Within thirty minutes' walk of the hotel is the Great Glacier of the Selkirks—a vast field of ice which has been likened to a frozen Niagara, and Sir Donald and a score of other mighty peaks stand sentinel around the little station. The summit of



Rogers Pass is less than a couple of hundred feet above Glacier, and after that the line descends the valley of the Beaver, amidst scenes of indescribable grandeur.

The engineers could only get through these great mountain ranges by following the valleys of the mountain streams, and so in crossing the Rockies the line follows the Kicking Horse to Field, a charming summer resort at the foot of Mount Stephen. The Canadian Pacific Railway chalet hotel at Field is much favored by tourists, as it is the portal to the recently discovered Yoho Valley, where are the Takakkaw Falls, dropping



Mount Stephen, Canadian Rockies.

over 1,200 feet, and other magnificent waterfalls, deep cañons, and marvellous ice-fields. Field is at an elevation of 4,050 feet, and in a seven-mile run the train reaches an altitude of 5,296 feet at the "Great Divide"; a mountain brook here splits its waters into two streams, the one flowing to Hudson Bay and the other to the Pacific. Laggan, a few miles further east, is the station for the famed Lakes in the Clouds, three lovely mountain tarns, at one of which, Lake Louise, the Canadian Pacific Railway Company has built another of its famous chalet hotels, modelled upon those which have found favor in the Alps.

The railway runs down the lovely valley of the Bow River and in a short time Banff, on the eastern slope of the Rocky Mountains, is reached. This is the station in the Canadian National Rocky Mountain Park, a reservation embracing parts of the valleys of the Bow, Spray and Cascade Rivers, Minnewanka Lake, and several high mountain ranges. A very large and comfortable hotel has been built here by the Canadian Pacific Railway Co., to which come yearly people from all parts of the globe. The attractions of the place are: its magnificent scenery, perfect summer climate, hot sulphur springs, and the opportunities afforded for mountain climbing and sport.

Beyond the mountains and the foothills is Calgary, an important city, the capital of Alberta, and the distributing point for a country larger than Germany. Calgary is the base of supply for numerous cattle and horse ranches; here men's lands are computed by the square mile and their herds by the thousands of heads. Northward of the cattle districts there is a very prosperous belt of settlement, where the settlers, largely from the Middle States of the Union, are making a success of mixed farming,



Southward from Calgary the land, all the way to the International boundary, is devoted to raising cattle, sheep and horses, the winters being mild and the snow never lying any great length of time on the ground, owing to the frequent Chinook winds.

### ACROSS THE WESTERN PRAIRIES.

Nowhere in the world can a more startling change of scenery be met with than in the run from Banff to Calgary; in a few hours the traveller passes from the midst of a tremendous mountain range to the vast prairie, where the ground is almost as level as a billiard table.

Those passengers whose destination is in any of the Northwestern or Middle States will leave the main line at Moose Jaw, and enter United States territory at Portal, 600 miles from Calgary. By this route they will shortly find themselves at the twin cities of Minneapolis and St. Paul, where their paths will diverge to their respective destinations.

If, on the other hand, the traveller be bound for the Eastern States, he will continue to follow the main transcontinental line.

At Regina are the legislative buildings, it being the seat of Government of the Northwest Territories, and the barracks of the famous Canadian Northwest Mounted Police. East of this are numerous thriving towns and villages, and the tall grain elevators grouped around the railway stations, indicate the great agricultural resources of the region. The Dominion authorities keep a large experimental farm at Indian Head, where many interesting facts have been ascertained with regard to crops and systems. Brandon is a bright little Manitoban town surrounded by a most fertile country. At Portage la Prairie, another thriving town, on the Assiniboine River, the altitude has dropped to 800 feet; for several hundred miles the line falls gradually, Calgary being 3,388 feet above sea level, while Winnipeg is but 700 feet.

Winnipeg (population 45,000), on the Red River of the North, is the capital of Manitoba, and contains the greatest workshops of the Canadian Pacific Railway, whose train-yard has nearly fifty miles of sidings. This is



Takakkaw Falls, Yoho Valley.

the head post of the Hudson's Bay Company, and the stone gateway of old Fort Garry still stands an interesting landmark. Winnipeg has fine, wide streets and public buildings, and, standing at the gateway, holds a commanding position, which gives it control of the ever increasing trade of the Canadian West.

### FOREST AND LAKE LANDS.

The main line of the Canadian Pacific Railway is usually considered as made up of three sections, sharply differentiated by their physical peculiarities. From west to east they are: the mountain region, the prairie country, and the forest lands of Ontario. Two of these have been left behind and the traveller enters upon the remaining third of his journey. After leaving the Red River the prairie disappears, the woods, at first sparse and stunted, increase in luxuriance before the Manitoba boundary is reached, and henceforth the run is through a land second to none in its timber resources.



The Lakes in the Clouds—Lake Louise.

One hundred and thirty-three miles east of Winnipeg is Rat Portage and its sister Keewatin, at the outlet of the picturesque Lake of the Woods. An almost incalculable horse-power is here running largely to waste, for the flour mills and other manufactories use but an insignificant fraction of the power available. Many rich veins of gold-bearing quartz have been found in this region, and mining operations are being actively carried on.

From Rat Portage to Fort William, on the north shore of Lake Superior, the scenery is wildly beautiful, deep, rock-ribbed lakes being always in sight. The sister cities of Fort William and Port Arthur are to Canadian lake navigation what Duluth and West Superior are to that of the United States. Some of the largest grain elevators in the world are to be found here.





Banff,  
in the Canadian  
National Park.

### DOWN THE GREAT LAKES.

Fort William is the western terminus of the Canadian Pacific Railway's lake steamship line. These fine vessels of 2,500 tons burden, during season of Lake navigation, leave Fort William on Tuesdays, Fridays and Sundays. After rounding the great headland called Thunder Cape the course is across the lake, out of sight of land to Sault Ste. Marie, thence through Lake Huron and the islet-studded waters of Georgian Bay to Owen Sound, a busy port 120 miles north of Toronto. This is an alternative route frequently chosen by passengers whose homes are in Western New York, Eastern Ohio, Michigan and Pennsylvania.

### AROUND SUPERIOR'S NORTHERN SHORE.

Should the traveller choose to continue his journey by way of the main line he will, after leaving Fort William and Port Arthur, journey for almost 200 miles along the picturesque north shore of Lake Superior, crossing by a series of magnificent steel bridges a number of streams which afford the finest trout fishing of the continent. All the world has heard of the Nepigon, but the Jackfish, Steel and other rivers are very nearly, if not quite, as good. Missanabie is on the height of land between the St. Lawrence waters and Hudson Bay. Here the Hudson's Bay Co. have a very important post. Sudbury is the headquarters for the Canadian nickel industry, extensive deposits of that valuable mineral occurring nearby. At North Bay, 2,542 miles from Vancouver, the traveller has a further choice of routes. This is the junction of the Grand Trunk Railway to Toronto, and so to New York State and regions adjacent thereto. The main line continues down the Ottawa Valley to the city of Ottawa, the capital of the Dominion, and one of the most picturesquely situated cities on the continent, and on to Montreal (2,906 miles from Vancouver), the commercial metropolis and railway centre of Canada. Montreal ranks amongst the most beautiful cities of the continent, and has very many historic and attractive spots of more than ordinary interest.

From Montreal railways radiate in all directions, and the traveller bound for the New England States, Eastern New York, and the States south of it on the Atlantic coast, will have a choice of routes to his destination.

#### CANADIAN PACIFIC RAILWAY TRAIN SERVICE.

The transcontinental train service of the Canadian Pacific is unexcelled by any other railway in the world. Its first-class sleeping cars are of unusual strength and size, with spacious berths, and are richly upholstered and handsomely appointed. In the palatial dining cars, excellent meals, which will compare favorably with those of the most prominent metropolitan hotels, are served at moderate rates,—75 cts. each for breakfast and dinner, and luncheon à la carte. The first-class day coaches are proportionately elaborate in their arrangement for the passengers' comfort, and for those who desire to travel at a cheaper rate tourist sleeping cars are run on stated days. Observation cars, designed to allow an uninterrupted view of the magnificent mountain scenery, are run on all through trains during the summer season,—from about May 1 to October 15.



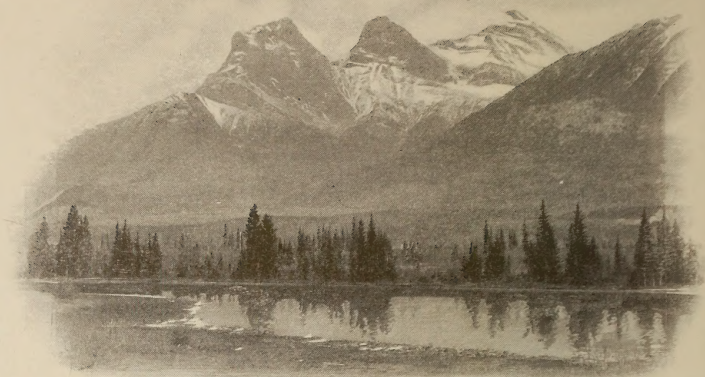


# CONDENSED TIME-TABLE.

STATIONS	Atlantic Express							
	TIME	DAYS OF WEEK						
SAN FRANCISCO, So. Pac. Rd.....Lv	8.30 am	Mo	Tu	We	Th	Fri	Sat	Sun
Portland, Ore., Nor. Pac. Rd.....Lv	11.30 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Tacoma, Wash., N. P. Rd.....Lv	5.40 am	We	Th	Fri	Sat	Sun	Mo	Tu
Seattle, Wash., Seattle & Int. Ry ....Lv	9.10 am	We	Th	Fri	Sat	Sun	Mo	Tu
Whatcom, " ".....Lv	12.40 pm	We	Th	Fri	Sat	Sun	Mo	Tu
Sumas City, " ".....Ar	2.40 pm	We	Th	Fri	Sat	Sun	Mo	Tu
SUMAS.....Lv	15.00	We	Th	Fri	Sat	Sun	Mo	Tu
Abbotsford.....Lv	f 15.10	We	Th	Fri	Sat	Sun	Mo	Tu
MISSION JUNCTION.....Ar	15.40	We	Th	Fri	Sat	Sun	Mo	Tu
Victoria, B. C., C. P. Nav. Co.....Lv	1.00	We	Th	Fri	Sat	Sun	Mo	Tu
Minneapolis, Soo Line.....Ar	7.00	We	Th	Fri	Sat	Sun	Mo	Tu
VANCOUVER, B. C.....Lv	14.00	We	Th	Fri	Sat	Sun	Mo	Tu
MISSION JUNC. (Pacific Time).....Lv	15.52	We	Th	Fri	Sat	Sun	Mo	Tu
NORTH BEND.....Lv	19.35	We	Th	Fri	Sat	Sun	Mo	Tu
REVELSTOKE.....Lv	8.20	Th	Fri	Sat	Sun	Mo	Tu	We
GLACIER.....Lv	11.55	Th	Fri	Sat	Sun	Mo	Tu	We
Field, " ".....Lv	18.05	Th	Fri	Sat	Sun	Mo	Tu	We
BANFF HOT SPRINGS (Mount. Time).....Lv	21.55	Th	Fri	Sat	Sun	Mo	Tu	We
Moose Jaw.....Ar	16.57	Fri	Sat	Sun	Mo	Tu	We	Th
Minneapolis, Soo Line.....Ar	6.15 pm	Sat	Sun	Mo	Tu	We	Th	Fri
St. Paul, ".....Ar	6.55 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Regina.....Lv	19.51	Fri	Sat	Sun	Mo	Tu	We	Th
WINNIPEG (Cent. Time).....Ar	14.30	Sat	Sun	Mo	Tu	We	Th	Fri
Fort William.....Lv	16.00	Sat	Sun	Mo	Tu	We	Th	Fri
PORT ARTHUR.....Ar	6.10	Sun	Mo	Tu	We	Th	Fri	Sat
PORT ARTHUR.....Ar	6.40	Sun	Mo	Tu	We	Th	Fri	Sat
PORT WILLIAM.....Lv	8.00 am	Sun	.....	Tu	.....	.....	Fri	.....
PORT ARTHUR.....Lv	8.00 am	Mo	.....	We	.....	.....	Sat	.....
Sault Ste. Marie.....Ar	8.00 am	Tu	.....	Th	.....	.....	Sun	.....
Owen Sound.....Ar	5.00 am	Tu	.....	Th	.....	.....	Sun	.....
Toronto.....Ar	11.30 am	Tu	.....	Th	.....	.....	Sun	.....
PORT ARTHUR.....Lv	6.40 am	Sun	Mo	Tu	We	Th	Fri	Sat
North Bay (E. Time).....Ar	5.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay, G. T. R.....Lv	6.20 am	Mo	Tu	We	Th	Fri	Sat	Sun
Toronto.....Ar	2.05 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Hamilton.....Ar	5.15 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Brantford.....Ar	6.19 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Buffalo.....Ar	8.20 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Lv	6.05 am	Mo	Tu	We	Th	Fri	Sat	Sun
Pembroke.....Ar	10.49 am	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Junction.....Lv	1.20 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Ottawa.....Ar	2.20 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Brockville.....Ar	9.55 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Prescott.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
Montreal, Windsor St.....Ar	6.10 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Quebec.....Ar	6.30 am	Tu	We	Th	Fri	Sat	Sun	Me
St. John, N. B.....Ar	11.50 am	Tu	We	Th	Fri	Sat	.....	Mo
HALIFAX, N. S.....Ar	9.15 pm	Tu	We	Th	Fri	Sat	.....	Mo
Portland, Me.....Ar	7.45 pm	Tu	We	Th	Fri	Sat	.....	Mo
Boston, Mass.....Ar	7.30 am	Tu	We	Th	Fri	Sat	Sun	Mo
NEW YORK, via Prescott.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
New York Central Rd.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
NEW YORK, via Toronto.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
New York Central Rd.....Ar	8.00 am	Tu	We	Th	Fri	Sat	Sun	Mo
Erie Rd.....Ar	7.00 pm	Tu	We	Th	Fri	Sat	Sun	Mo
NEW YORK, via Montreal.....Ar	8.55 am	Tu	We	Th	Fri	Sat	Sun	Mo
New York Central Rd.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
NEW YORK, via Montreal.....Ar	7.20 am	Tu	We	Th	Fri	Sat	Sun	Mo
Rutland Rd.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
NEW YORK, via Montreal.....Ar	7.20 am	Tu	We	Th	Fri	Sat	Sun	Mo
D. & H. Rd.....Ar	.....	.....	.....	.....	.....	.....	.....	.....

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

If water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William.



The Three Sisters, Canadian Rockies.

For further information as to rates, etc., apply to the nearest Canadian Pacific Railway agent, or to

- A. C. SHAW, General Agent, Passenger Department, C. P. R., 228 South Clark St., Chicago.
- W. R. CALLAWAY, General Passenger Agent, Soo Line, Minneapolis, Minn.
- W. S. THORN, Assistant General Passenger Agent, Soo Line, 379 Robert Street, St. Paul, Min.
- G. W. HIBBARD, General Passenger Agent, D. S. S. & A. Ry., Marquette, Mich.
- H. McMURTRIE, Passenger Agent, 629-631 Chestnut St., Philadelphia, Pa.
- J. H. THOMPSON, Passenger Agent, 129 East Baltimore St., Baltimore, Md.
- GEO. A. CLIFFORD, Travelling Passenger Agent, Room D, Chamber of Commerce, Cincinnati, O.
- E. C. OVIATT, Travelling Passenger Agent, 76 Ottawa St., Grand Rapids, Mich.
- W. W. MERKLE, Passenger Agent, 1229 Pennsylvania Ave., Washington, D. C.
- H. J. COLVIN, District Passenger Agent, 304 Washington St., Boston, Mass.
- E. V. SKINNER, General Eastern Agent, 353 Broadway, New York.

C. E. McPHERSON, General Passenger Agent, Winnipeg.

C. E. E. USSHER, General Passenger Agent, Montreal.

ROBERT KERR, Passenger Traffic Manager, Montreal.



